

HIRAM WALKER & SONS, LTD., WALKERVILLE, CANADIAN CLUB WHISKY. H. Price & Co., WINE & SPIRITS MERCHANTS, 12, Queen's Road, Central.

The China Mail.

ESTABLISHED 1845.

BRANDIES.

J. & F. MARTEL'S *** 28.00
Do. V.S.O.P. 49.00
Do. V.V.S.O.P. 90.00
H. Price & Co., WINE & SPIRITS MERCHANTS, 12, Queen's Road, Central.

No. 13,340

號四月正年六零百九千一英

HONGKONG, THURSDAY, JANUARY 4, 1906.

日十初月二十年巳乙

PRICE, \$8.00 Per Month.

GENUINE MUNICH BEER.

AUGUSTINER CRAN EXPORT TAFEL BEER.

Per Case of 6 doz. ptes. \$18.00.
Per Case of 4 doz. qts. \$18.00.

MAGEWEN, FRICKEL & CO., 37 DUNDAS STREET, SOLE AGENTS. Hongkong, December 22, 1905. 1816

Intimations.

NOTICE.

MR. CHATER PAUL CHATER was admitted a PARTNER in our Firm on the 1st Inst.

VERNON & SMYTH. Hongkong, January 2, 1906. 22

NOTICE.

MR. ARTHUR KLEIN has this day been authorized to Sign our Firm per Procuration.

LAUTS, WEGENER & CO. Hongkong, January 1, 1906. 13

NOTICE.

MR. WALTER BAUE has been authorized to Sign our Firm per Procuration.

REUTER, BROCKELMANN & CO. Hongkong, January 2, 1906. 16

NOTICE.

F. KIENE, INSURANCE and GENERAL BROKER, 84, QUEEN'S ROAD, (Mr. Remedios' Auction Rooms).

Hongkong, January 2, 1906. 17

NOTICE.

WE beg to give Notice that we will RESUME BUSINESS at Nos. 29 and 31, DES VUEUX ROAD CENTRAL, on the 10th January.

CHONG LEE & CO., Furniture Dealers. Hongkong, January 2, 1906. 23

S. MOUTRIE & Co., Ltd.

14, QUEEN'S ROAD, (First Floor).

PIANO AND ORGAN MANUFACTURERS, HONGKONG, TIENSIN, SHANGHAI.

PIANOS, ORGANS, PIANOLAS, PIANOLA PIANOS, GRAMOPHONES and MUSICAL INSTRUMENTS OF ALL KINDS.

The Latest Songs and Operas. TUNING & REPAIRING A SPECIALITY.

WORKMEN FROM BRUSSELS. EVERY PIANO GUARANTEED. Hongkong, January 2, 1906. 18

THE DAIRY FARM CO., LTD.

FINEST AUSTRALIAN BUTTER.

70 Cents per lb. SECOND QUALITY (Very Good) 60 Cents per lb. Hongkong, October 9, 1905. 1878

THE POPULAR SCOTCH IS BLACK & WHITE

JAMES BUCHANAN & CO. SPECIAL WHISKY DISCOUNTS by Appointment to

M. THE KING and THE PRINCE OF WALES

Supplied at all the Leading Clubs and Hotels and to be obtained from All the Principal Grocers

29 and 31, DES VUEUX ROAD CENTRAL, HONGKONG.

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Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,385 tons, Captain H. D. Jones.
s.s. TOWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain G. V. Lloyd.
s.s. KINSLEY, 1,906 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday Excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain C. Butcher.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE, Agents, CHINA NAVIGATION CO., LTD.

WANTED.

By a Married Couple with Infant Child and Chinese Amah, BOARD and ROOMS in a Private Family.

Address, stating terms to—

Care of 'CHINA MAIL' Office.

Hongkong, January 2, 1906. 21

WANTED.

FROM 1st March to 31st October next, a 5 or 6 ROOMED FURNISHED HOUSE on the Peak or Higher Levels.

Applications, stating terms, to be addressed to—

'PEAK,'

Care of 'CHINA MAIL' Office.

Hongkong, December 14, 1905. 2316

NOTICE.

WE have this day REMOVED our Office to KING'S BUILDINGS (3rd Floor West).

MACDONALD & CO.

Hongkong, January 2, 1906. 14

NOTICE OF REMOVAL.

THE Office of Mr. A. R. MARTY has this day been REMOVED to No. 14, DES VUEUX ROAD, opposite Messrs W. POWELL & Co.'s Premises; Entrance from side-lane.

Hongkong, January 2, 1906. 19

NOTICE OF REMOVAL.

THE Office of the SPANISH CONSUL-LATE has this day been REMOVED to No. 14, DES VUEUX ROAD, opposite Messrs W. POWELL & Co.'s Premises; Entrance from side-lane.

Hongkong, January 2, 1906. 20

XMAS GOODS.

WE have just unpacked a large Assortment of CHRISTMAS GOODS, ex s.s. Palma.

All the Latest NOVELTIES.

An inspection invited.

CAMPBELL, MOORE & CO., Hongkong Hotel Building.

Hongkong, November 20, 1905. 1

WILLIAM MACLEOD, D.D.S.

ENGLISH DENTIST.

11 AND 12, BEACONFIELD ARCADE.

Hongkong, October 13, 1905. 1939

Dr T. YAMASAKI,

DENTAL SURGEON.

(JAPANESE DIPLOMA).

No. 60, QUEEN'S ROAD CENTRAL, Second Floor, above Tax Office.

Latest American methods. No charge for consultation.

Office Hours:—8 A.M. to 5 P.M.

SUNDAYS—8 A.M. to Noon.

Hongkong, December 8, 1905. 2288

THE MUTUAL STORES.

SINCE the Business of the MUTUAL STORES has been taken over by the present management on the First of July, 1905, every effort has been made to secure the most up-to-date goods for our customers.

Our prices are most moderate and reasonable.

We take this opportunity to inform the public that our firm has never given guarantee on behalf of persons or firms in connection with mortgages, etc., and will never do so.

All instruments in connection with money matters on account of our business should bear the signature of our Mr. TAM HOK PO, 譚鶴坡.

No other signature is recognized.

THE MUTUAL STORES, Hongkong and Canton.

Hongkong, January 1, 1906. 24

OCEAN ACCIDENT & GUARANTEE CORPORATION, LTD.

HEAD OFFICE: MOORGATE ST., LONDON.

I have This Day APPOINTED Messrs. SHEWAN, TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON, Manager for the East.

Hongkong, November 16, 1905. 3

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

I have This Day APPOINTED Messrs. SHEWAN, TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society, in place of Mr. F. KIENE, whose engagement has been terminated.

J. T. HAMILTON, General Manager for the East.

Hongkong, November 15, 1905. 2

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905. 804

榮 CHEE WING & CO. 榮

23 & 25, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL SORTS OF COPPER, BRASS, STEEL IRON WARE, &c.

STEEL GIRDERS and TEES, CORRUGATED IRON, FIG IRON, &c.

Suitable for SHOPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

CHINA AND COAST PORTS STEAMSHIP COMPANY.

I have This Day been Appointed as MANAGER.

GEO. KERBLE, S. MacDonnell Road.

Hongkong, December 11, 1905. 2282

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE:—8, DES VUEUX ROAD.

LANE, CRAWFORD & Co.

AN ENTIRELY NEW STOCK OF

GENTLEMEN'S

UNDERWEAR AND PYJAMAS.

The 'WOLSEY' Unshrinkable Underwear

N.B.—Any Garment Shrink in Washing

REPLACED FREE

SPECIAL VALUE IN ALL WOOL PYJAMAS.

DRESSING GOWNS, OVERCOATS,

WINTER GLOVES, MUFFLERS, CAPS, SHIRTS,

COLLARS, TIES.

LANE, CRAWFORD & CO.

STAG HOTEL, 148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED; WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, November 3, 1904. 1885

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS—EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER.

Hongkong, June 21, 1905. 1151

N. LAZARUS, OPTICIAN, No. 3, PEDDER STREET, (UNDER HONGKONG HOTEL).

SIGHT TESTED FREE. LENSES GRIND ON REPAIRS A SPECIALITY.

Hongkong, November 27, 1905. 1797

HARRIS-KENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD FURNITURE AND NOVELTIES.

NO BAMBOO FRAMES IN OUR CHAIRS.

Just received a New Stock of TIENSIN RUGS.

Showrooms—No. 2, Pedder St.; Factory—1 to 13, Shaikwan Rd.

Hongkong, December 18, 1905. 2311

LEE LOONG & CO., FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

ALL Kinds of FURNITURE, CARVED CANTON BLACKWOOD, CROCKERY and GLASS WARE, KITCHEN UTENSILS, etc., etc.

AT MODERATE PRICES.

Hongkong, September 21, 1905. 176

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905. 804

榮 CHEE WING & CO. 榮

23 & 25, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL SORTS OF COPPER, BRASS, STEEL IRON WARE, &c.

STEEL GIRDERS and TEES, CORRUGATED IRON, FIG IRON, &c.

Suitable for SHOPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

CHINA AND COAST PORTS STEAMSHIP COMPANY.

I have This Day been Appointed as MANAGER.

GEO. KERBLE, S. MacDonnell Road.

Hongkong, December 11, 1905. 2282

GREGOR & CO., 19, QUEEN'S ROAD CENTRAL.

CLARETS

FROM Min. MARCEAU, BORDEAUX.

AWARDS: GOLD MEDALS AT PARIS 1900, HANOI 1902, BORDEAUX 1895, DIJON 1901

LILLE 1902, AMSTERDAM 1895, ROUEN 1896, VIENNA 1902.

Hongkong, January 4, 1906. 2410

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.

GENERAL MANAGERS.

Hongkong, September 30, 1905. 225

FAIRALL & CO.

ARE SHOWING A FINE SELECTION OF

Lace Berthes, Fichus

and Scarves,

Silk Blouses, Satchels,

Belts,

Silk Hosi

CHEAP ELECTRICITY.

The Halfpenny a Unit Scheme.

The promoters of the new scheme for supplying London with electricity at 1/2d. a unit, will not seek compulsory powers which will interfere with the present established distributors, but statutory powers will be taken to enable the Corporation to distribute the power in bulk to companies or municipalities requiring large quantities of electrical energy. The power will be carried from a point on the River Ouse, near St. Neots, where the generating station is to be established. This site has been selected because near at hand there will be the cheapest and most suitable coal supply for generating power, there will be abundant water without cost, a large area available for station sites and extensions and low rates and taxes.

The current is to be conveyed from St. Neots to Epsford, a distance of 40 miles, overhead at a high pressure on steel lattice poles, each line having six circuits, all independent of each other, to ensure continuity of supply. It will be carried along a private right of way adjacent to the Great Northern Railway line, from Epsford to King's Cross the transmission will be underground by means of the usual mains. The engineers—Harper Brothers and Kincaid, Waller, Nanville, and Dawson—estimate that the cost of the whole scheme, inclusive of 50 miles of distributing mains, will be covered by a capitalisation not exceeding £2,000,000.

LOVE AT SIXTY-FOUR.

A Cautious Courtship.

The courtship of Mrs Rachel Johnston, a buxom widow, of Morecambe, and Mr B. Bottomley, a widower and a property owner, of the same town, ended provisionally at the Manchester Assizes in a verdict against the prospective bridegroom, who was fourteen years older than his fifty-five-year-old sweetheart, and who was ordered by the jury to pay £750 damages.

The romance started with a suggestion to the lady, who kept a boarding-house, that she should take one of Mr Bottomley's houses.

Whilst this transaction did not finally, the friendship of the parties endured. So much so that one day the fair widow asked the silver-haired widower what his intentions were, and the gentleman replied that he intended to marry her.

The lady seemed to appreciate this announcement. It was true, according to counsel, that in the letter-writing part of his courtship her suit was not excessively effusive. He merely signed his communications 'B. Bottomley, builder.'

Mrs Johnston admitted that they were both too old for the conventional 'crosses for kisses' in correspondence, but added timidly, that he was affectionate enough when he was in her company.

Not only so, but his ardent rose to a pitch that impelled him to present her with a hot-water bottle and, when carving at her boarding-house, to give her the 'tit-bits' of the joint.

Out of all these episodes, counsel against counsel constructed eloquent speeches, but in the end Mr Bottomley found himself confronted with an adverse verdict.

Insurance.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1904, £1,161,939.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,887,500 0 0

III—Fire Funds £3,001,298 12 8

III—Life & Annuity Funds £3,472,632 7 0

Revenue Fire Branch £1,161,939 19 9

Life & Annuity £1,332,216 3 4

Branches £3,488,929 5 0

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 20, 1905. 1537

FIREMAN'S FUND INSURANCE CO.

SAN FRANCISCO, CALIFORNIA.

STATEMENT to 31st December, 1905:

Assets, Gold £2,888,820.37

Net Surplus, Gold £2,166,118.80

Income, Gold £3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 562

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1861.

MARINE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Marine Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 22, 1904. 1412

ORIENTAL INDUSTRIES, LIMITED, Successors to Fr. Blunk.

SILK LACE MANUFACTURERS, EMBROIDERIES, and GRASS-CLOTH DRAWN WORK.

INSPECTION INVITED.



YORK BUILDINGS, CHATER ROAD.

Hongkong, December 1, 1905. 2253

Contractors.

WING ON, CONTRACTOR AND HOUSEBUILDER.

No. 34, D'AGUIAR STREET.

CONTRACTOR to H.B.M.'s Government, War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable prices.

Hongkong, March 22, 1905. 614

HUNG SHING, BUILDING CONTRACTOR.

No. 37, D'AGUIAR STREET.

CONTRACTOR to H.B.M.'s Government, &c., &c.

Hongkong, March 23, 1905. 623

SHUN LEE & CO., SHIP'S CARPENTER.

Boat Builder, Black Smith & Caulker.

All kinds of Timber for Sale.

No. 50, PRAYA, WANGHAI, HONGKONG.

C. CHUNG HEE, Manager.

Hongkong, March 20, 1905. 592

KANG ON & CO., BUILDERS AND CONTRACTORS.

No. 30, D'AGUIAR STREET.

CONTRACTORS to H.B.M.'s Government, Admiralty and War Department, &c., &c.

We keep always in hand the largest supply of Building Materials at Cheapest Prices. We defy Competition.

Hongkong, March 16, 1905. 612

TYE & CO., GENERAL CONTRACTORS.

CARPENTERS, PAINTERS, MAKERS OF HIGH-CLASS FURNITURE.

HAVE started a LOCAL CARRIER and MESSENGER SERVICE.

Removers of Furniture, Delivery and Receiving of Goods, also, Undertakes to Ship or Discharge Cargo on Board.

Our Prices are most reasonable. All Orders are neatly executed, guaranteed, and receive prompt attention.

Communications please address to Mr T. W. TYE, No. 6, Lee Yuen Street West, TELLERMAN, No. 439.

Hongkong, October 2, 1905. 1876

Yau On, HOUSEBUILDER AND CONTRACTOR.

No. 40, HOLLYWOOD ROAD.

CONTRACTOR to the Admiralty and Chinese Government. Matched Builders and House Painter. Always in stock a large supply of Building Materials.

Hongkong, March 10, 1905. 610

KWONG FOK CHEONG, SHIP'S CARPENTER.

BOAT AND LAUNCH BUILDER, ENGINEER AND ROILER MAKER.

HAS EVERY KIND OF TIMBER FOR SALE.

55, PRAYA EAST, HONGKONG.

Hongkong, March 20, 1905. 691

K. Shiu Tai & Co, HONGKONG.

HEAD OFFICE—117-119, Des Voeux Road, HONGKONG.

NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS.

Wholesale and Retail in Provisions and Tinned Goods, &c., &c.

K. SHIU TAI, General Manager.

Hongkong, March 10, 1905. 611

KWONG HEP-LOONG CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

BOILER MAKERS, BRASS AND IRON FOUNDERS.

OFFICE—No. 64, DES VOEUX ROAD CENTRAL.

ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are built to Cosmopolitan Docks (San Sai Po) and can accommodate any craft of 160 feet long. We have at present 4 new fast Steam Launches for Sale.

Hongkong, February 25, 1905. 896

Lam Woo & Co., (Formerly Lee Woo & Co.).

No. 12, LEE YUEN STREET (WEST).

CONTRACTORS AND HOUSEBUILDERS.

CONTRACTORS to H.B.M.'s Government and War Department. We have always in stock a large supply of Building Materials. All communications please address to Mr Lam Woo.

Hongkong, March 3, 1905. 460

AH-KING, SLIPWAY.

YACHT AND BOAT BUILDER.

CARPENTER, Painter, Rigging, Sail and Flag Maker, Brass, Copper and Blacksmith. GENERAL CONTRACTOR.

PRAYA EAST, WANGHAI, HONGKONG.

Hongkong, February 13, 1905. 307

SING YUEN, CONTRACTOR AND HOUSEBUILDER.

No. 33, D'AGUIAR STREET.

CONTRACTOR to the P.W.D. from 1901 to 1905, and Admiralty, &c., &c.

We keep a large stock of Building Materials, also Timber at very low prices.

Hongkong, March 22, 1905. 618

TUNG ON, CONTRACTOR AND BUILDER.

No. 26, D'AGUIAR STREET.

CONTRACTOR to H.B.M.'s Government, &c., &c. Communications please address to Mr T. KENG.

Hongkong, March 23, 1905. 624

AH-PONG, SHIP AND HOUSE PAINTER.

GILDER, GRAINER, and SHIPPER, CAULKER and CARPENTER.

No. 44, DES VOEUX ROAD CENTRAL.

Hongkong, February 20, 1905. 633

KENG TAK CHEONG, GENERAL CONTRACTOR.

For Preparing SITE, BUILDING AND RECONSTRUCTION WORKS.

BLACKSMITH, JETTY AND LIGHTER BUILDER AND MAJOR.

No. 38, D'AGUIAR STREET.

CONTRACTOR to the War Department, &c., &c. Every Order promptly attended to. 1st Class Testimonials. Communications please address to Mr T. KENG.

Hongkong, March 22, 1905. 611

TUNG LEE, (Late A. TAY), SHIPBUILDER, BOATBUILDER.

BLACKSMITH AND CAULKER.

Office at 347, Des Voeux Road West, Workshop at YAU MATI.

Hongkong, March 22, 1905. 612

THE PO YICK COY., CONTRACTORS & HOUSEBUILDERS.

No. 259, QUEEN'S ROAD EAST, WANGHAI.

CONTRACTORS to H.B.M.'s War Department and Admiralty. We keep always in stock a large supply of Timber at Reasonable Prices.

Hongkong, February 16, 1905. 537

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN OHEUNG.

951 Tons, Captain J. McINTYRE, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days. Leaving Canton at 5 P.M. Excellent accommodation. Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central.

Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin Screw Steel Steamers KWONG OHOW.

1,309 tons, Captain T. R. MEAD.

KWONG TUNG.

1,238 tons, Captain H. W. WALKER.

Leave Hongkong for CANTON at Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These fine new Steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins.

Passage Fare—Single Journey—\$4.00. Meals—\$1.00 each way. The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST.

Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on WEEK DAYS at 8.00 A.M., and on SUNDAYS at 8.30 A.M. Departs from MACAO on Week Days about 2.30 P.M., and on Sundays at 5.30 P.M.

FARES—Week Day 1st Class, including cabin and servant, Single \$2. Return \$3. 2nd class \$1.30. 3rd class \$0.90. Ticket \$5. 2nd class \$1.30. 3rd class \$0.90. At the following rates—1st and 2nd Class Single Ticket \$1. Return \$2. 3rd Class Single \$0.50. Return \$1.00. Steerage \$0.10.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Monday morning the Steamer will not run on the Excursion, owing to the Boiler Cleaning; due notice will be given by the Captain, and the Half-Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, QUEEN'S ROAD CENTRAL.

Hongkong, October 9, 1905.

Auctions.

(BY ORDER OF THE MORTGAGEES).

PUBLIC AUCTION.

MESSRS HUGHES & HOUGH have received instructions to Sell by Public Auction,

on

MONDAY,

the 15th day of January, 1906, at 3 P.M., at their SALES ROOMS,

The following

VALUABLE LEASEHOLD PROPERTY

Situate at Victoria, in the Colony of Hongkong, viz.:

ALL THAT Piece or Parcel of Ground situate at Victoria aforesaid, and registered in the Land Office, as SECTION A of MARINE LOT No. 10, containing by superficial measurement 2,500 square feet and having a frontage to Queen's Road Central of 30 feet and 6 inches or thereabouts and a depth of 80 feet. On this Section stands the very Valuable House and premises known as No. 35, QUEEN'S ROAD CENTRAL. All the said premises are held for the residue of a term of 984 years granted by a Crown Lease of Marine Lot No. 10A and which Lease is dated 16th April, 1860.

For further particulars and conditions of sale, apply to

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to

Messrs HUGHES & HOUGH, Government Auctioneers.

Hongkong, December 30, 1905. 2419

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

51, QUEEN'S ROAD CENTRAL.

Hongkong, July 23, 1904. 1379

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, DES VOEUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, July 22, 1905. 1388

S. I. TING, Surgeon Dentist.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 24, 1900. 628

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong, June 10, 1902. 1272

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS 'OHOT' KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MONTAGNA CHATELAIN.

J. W. OSBORNE, Proprietor and Manager.

Hongkong, October 30, 1905. 135

VICTORIA HOTEL,

SHAMKIN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

Hongkong, June 6, 1905. 428

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION.

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

MISS WATLING, Proprietress.

A NATURAL
MINERAL
WATER
FINTS
and
SPLITS.
TANSAN.
Ginger
Ale
PINTS AND SPLITS.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, January 3, 1906.

POWELL'S

FURNISHING DEPARTMENT,

ALEXANDRA

BUILDINGS.

NOW ON SHOW.

A FINE STOCK OF

BLANKETS

For Single Bed

\$8.25 to \$39.00

Pair.

For Double Bed

\$15.50 to \$45.00

Pair.

ALSO

DAINTY

DOWN QUILTS

\$16.50 to \$100.00

Each.

INSPECTION INVITED.

Wm. POWELL, Ltd.,

Alexandra Buildings,

HONGKONG

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS at 8 a.m.

The following are in stock:—
PRIME Australian Beef, Mutton, Lamb,
Pork, Dairy Farm Pigs, Poultry, etc.
Bacon, Best English, 75 cts. per lb.
Bacon, Best Australian, 75 cts. per lb.
Capons, Dairy Farm Fed, Dressed, \$1.05 each
Chickens, do do 75 cts. per lb.
Chicken's Livers, 4 cts. each
Chicken's Gizzards, 4 cts. each
Ducks, Local (dressed), 45 cts. each
Ducks, Wild, 75 cts. each
Australian Smoked Mutton, 50 cts. per lb.
do do Schnapper, 50 cts. per lb.
Geese, Local (dressed), \$1.50 each
Hares, Australian 1st Grade, \$1.40 each
Ham, Best York, 70 cts. per lb.
Ham, Australian, "Pineapple" 65 cts. per lb.
O C extra per lb for Ham if cut.
Honey, Best Australian, 60 cts. per lb.
Kidneys Australian Sheep, 15 cts. each
Oysters, American, large size, \$2.50 per tin.
Australian Oysters 24 doz. b'ls \$1.00, bot.
Lettuces, 10 cts. each
Potatoes, Local, 75 cts. each
Pigeons, Wild, Dressed, 20 cts. each
Rabbits, Australian 1st Grade, 65 cts. each
Rice Birds, 10 cts. each
Sausages, Australian Fritz, 60 cts. per lb.
Sausages, Own Make (of Aus. tralian Meats), 25 cts. per lb.
Tomatoes, Australian Sheep, 30 cts. each
Turkeys, Australian (plucked), 70 cts. per lb.
SPECIAL NOTE.
Orders required to be filled in the Early Morning should be sent in before 3.30 p.m. the previous day.
Orders for Noon should be sent in by 8.00 a.m. the same day.
Orders for 3.30 p.m. should be sent in by Noon the same day.
Hongkong, December 21, 1905. 1278



A. S. WATSON
& Co., Ltd.

WINE & SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS

CELEBRATED

BLEND

OF

THE FINEST

WHISKIES

DISTILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE

FLAVOUR

and

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

and

GREAT AGE.

Per Dozen, - - - \$16.50.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

MEDICAL FOR TO-MORROW.

Amusements.

5.30 p.m.—Organ Recital at St. John's Cathedral.

Miscellaneous.

9.30 a.m.—Military Gun Practice.

Goods per Nippon undelivered after this date subject to rent.

Goods per Ararat undelivered after 4 p.m. on this date will be landed.

Goods per Nippon, Maru, undelivered after this date will be landed.

General Memoranda.

SATURDAY, January 6:—

2.30 p.m.—Auction of Household Furniture, etc., at Messrs Hughes & Hough's Sales Rooms.

WEDNESDAY, January 10:—

Goods per Indramayo not cleared on this date subject to rent.

FRIDAY, January 12:—

9 p.m.—Performance at City Hall.

MONDAY, January 15:—

3 p.m.—Auction of Leasehold Property, etc., at Messrs Hughes & Hough's Sales Rooms.

SATURDAY, January 27:—

9.15 p.m.—Concert in St Andrew's Hall.

The China Mail.

HONGKONG, THURSDAY, JANUARY 4, 1906.

IMPERIAL UNIVERSITY FOR HONGKONG.

From the out-ports we receive, almost daily, letters, often written by correspondents with whom we are not personally acquainted, who are kind enough to congratulate us upon our efforts to secure for Hongkong the honour of having in its midst an Imperial University. Even at Saigon the proposal has aroused much interest. But while this is naturally gratifying to us we would particularly like those who disagree with our views as to the practicability or policy of making Hongkong the intellectual centre of the Far East to inform us of any objections we have overlooked. There is a belief in some quarters; we understand, that the project is, while laudable enough in itself, to be classed among the things that "can't be done." Why? As we claim to possess the average amount of common-sense and still fail to find any insuperable obstacles we ask those whose vision is presumably keener to point out to us what is apparently manifest to them, but which is unhappily hidden from us. We have made a public profession of the faith that is in us and have in direct terms asked that, if there are any among our readers who are public-spirited enough to desire to see any proposal for increasing British prestige in the Far East thoroughly threshed out, they should communicate with us. In response we have received numerous letters advising us to continue our campaign relentlessly and a few which announce the writers' firm conviction that great difficulties intervene. We are genuinely anxious to know what these great difficulties are. If a number of men were interested in a more sordid proposal, say for the establishment of a limited liability company, those who were dubious as to the success of the undertaking would give definite expression to their doubts. These objections would be carefully considered and weighed and if found to be insuperable, the project would be abandoned. But it would not be abandoned prior to that preliminary discussion, because men are not so foolish, when a money-making scheme is put before them, to wave a disdainful hand and dogmatically declare "The thing's impossible." The desirability of profits would deter them from such a senseless performance. Among our readers we are convinced that there is a great majority who recognise that an Imperial investment is worthy of at least as much attention as a personal speculation. While not presuming to teach them their duty we feel compelled to express our belief that men who claim to be leaders of thought, and who may hereafter desire to serve the public in any of the positions which are open to them in this Colony, confess weakness or incapacity when they are either too timid or too inert to discuss important public questions. It may be remarked that Shanghai does not suffer from this timorousness and lassitude. There is an "imminent" possibility of some great educational institution being established there to attract the students who are returning from Tokyo, dissatisfied with the rigid regulations, in which they have been swathed by the Japanese authorities. Though of course we should prefer to see the University started in Chinese territory instead of British, we would be in a measure satisfied if the Imperial idea were pre-

vented. But the secret movement to which we refer is, as our Tokyo correspondent points out, being engineered by a power which is not consumed with friendship for the British. It would be infinitely better for us if the future high officials of China were educated in Japan and received a pro-Japanese bias, than that they should be educated at Shanghai and embrace the distinctly anti-British prepossession of another nation. Once again we offer the vehicle of our correspondence column for the conveyance of the views of those who have genuine objections to urge against our proposal.

A friendly little controversy is at present raging in our columns between two worthy, though apparently somewhat bellicose, citizens who subscribe themselves respectively "Misled Liberal" and "Philosopher." They war over the question of the wisdom or otherwise of the Liberal Party's action in suspending the importation of coolies to the Rand. We have plainly given an expression of opinion on the point, and our contention—which is not that of "Misled Liberal"—is to-day strongly supported by a cablegram announcing the attitude of the ex-Prime Minister on the subject. Mr Balfour takes the view that the Liberal Party has done a gross injury to the morale of the country by the atrocious falsehoods they have been responsible for, and there are few who know the Chinaman and have read reliable statistics from South Africa who will not be at one with him. It was a charge by us that the Liberal Party had deliberately misled electors, that inspired our correspondent "Misled Liberal" to come to the defense of his party under such a *nom de plume*, and for his information—and for the benefit of those who might think with him—we have pleasure in giving further publicity to a few facts garnered by a special commissioner of a leading London newspaper in Johannesburg. He writes: "These seem to be an impression in some quarters that the labour problem here is purely artificial; that some mysterious Capitalistic Combine has, for obscure reasons, produced by devious methods a scarcity of labour. Nothing could be more absurd. . . . The recent South African Native Affairs Commission estimated the shortage of labour in British South Africa at 307,528 men. . . . The hard fact is that the conditions of native life are such that the labour needed cannot be obtained. There has been no lack of trying. . . . Thrust aside political agitation for the moment, forget the outrages of the criminals among the Chinese, and come down to the basic problem from the Rand's standpoint. The mines are employing 50,000 more labourers than they were in the best days before the war. South Africa to-day cannot—the proof is conclusive—unless all the high officials and leading men of the Transvaal are liars—supply these 50,000 men; may not be able to supply the other thousands who will be wanted before long. If you repatriate these 50,000 to-morrow, thus ending the outrages and riots, what could the industry which keeps South Africa solvent do? There is only one thing. It must sit down and watch ruin spread over the land." This sentence is on all fours with the final sentence of our first article, and the very one "Misled Liberal" took particular exception to. We wrote that the Liberal Party, ignoring the wealth-producing capabilities of the Chinaman, are "prepared to push South Africa back into industrial ruin for the sake of temporary office in England." In addition to the above we also note that the *Singapore Free Press*, is against the Radicals on the question, and editorially says:—"Perhaps no British community in the world can more exactly appreciate the folly of the new Radical Ministry in deciding to suspend Chinese coolie importation into the Transvaal, than residents in the Straits Settlements and the Federated Malay States. For the thousands in the Albert Hall who brayed for full five minutes—it was charitably called cheering in the papers—when Lord Elgin announced the suspension of the importation of Chinese labour into South Africa there are only two grounds of justification: ignorance, which may not be altogether wilful, and the prejudice of party, which seeks merit in undoing the work, no matter what, of the other party. It is perhaps a good thing that this step was taken, for it will show the people of the Transvaal whoever cares for the legitimate prosperity of that Colony, the Radical Government does not." These quotations should give "Misled Liberal" something to ponder over.

BY TELEGRAPH.

THE S.S. 'MEE-FOO.'

TAILSHAFT BROKEN AT SEA.

Temporary Repairs Effected.

The "Empire" Damaged.

(From Our Correspondent.)

SHANGHAI, January 4.

The China Merchants' s.s. "Mee-foo" (1799 tons) when on her way to Hongkong from Shanghai, broke her tailshaft on December 31.

The mishap occurred when the "Mee-foo" was off Pataheok.

Temporary repairs were effected after some delay, and the steamer returned to Shanghai yesterday, under her own steam.

The E. and A. s.s. "Empire," in attempting to assist the "Mee-foo," was slightly damaged.

LOCAL AND COAST NEWS.

To-morrow evening at the Sanitary Institute Mr A. H. Ough will lecture on "Sanitary Building Construction," at 9 p.m.

An advertisement elsewhere in this issue requests subscribers to St. George's Hall to send subscriptions to Mr W. C. D. Turner at the Hongkong and Shanghai Bank.

Union Church Literary Club.

Under the auspices of the Union Church Literary Club a concert will take place at the Church to-night commencing at 8 p.m. sharp. The concert will be followed by a trial by jury (Pickwick's Bardell) adapted from Charles Dickens' "Pickwick Papers." The charge of admission is \$1.

The Shanghai Rioters.

The insincerity of the Chinese officials in the matter of the recent riot is shown in the sentences passed by the Mixed Court magistrates on rioters brought before them. By Chinese law, armed participation in a riot is a capital offence, and sentence is executed summarily. Most of the rioters, many of them notorious rowdies, were sentenced at the Mixed Court mostly to six months' imprisonment. Either the magistrates do not know the law, in which case they should be promptly replaced, or they were anxious to show that rioting in the Anglo-American Settlement is a trivial offence as compared with rioting in a native city. No foreigners would ask for the capital sentence to be carried out on such offenders; but they should have a punishment which would be really a deterrent for the future, says the *N. O. Daily News*.

The Old Order Changeth.

The big steam-roller—Civilisation—is doing its usual levelling work hereabout, writes the Pekingfa correspondent of a Shanghai paper. The little street corner temples in the city, and some of the same kind outside, have been turned into guard-houses for the police. The idols have been sent back to the earth out of which they were made. The souls of the dead were supposed to go first to these temples and thence to the higher seats of judgment. Hence they came to occupy the vacant corner of the intersecting streets which happens to be just the place now needed for the police station. There are over 400 of these preservers of the peace now in this city. They are also to be found in the larger towns of this part of the province, their presence always making for good order and the protection of property.

General Trepoff, who was recently retired, appears to have been the Poo-Bah of the Russian Executive. As Governor-General of St. Petersburg he would, when order was threatened, issue special instructions to himself as Chief of Police. If the police were unable to cope with the situation, he would as Chief of Gendarmery of the Empire call in outside police to his aid; and, if these were insufficient, he could, revert to the post of Governor-General and put the troops in the streets. He would have no fear of being brought to book for any irregularities, since, as Assistant Minister of the Interior, he would be mainly responsible to himself alone. All these posts have now been abolished by an Imperial ukase, and one cannot wonder, for only a Trepoff could fill these various roles simultaneously. The ordinary man would get confused, and begin to ask when he was really himself.

STEARN'S WINE OF COD LIVER OIL.

It is a most valuable remedy in delicate health. If you are feeling morose and listless, you need a good general tonic. Remember, there is nothing better than Stearn's Wine of Cod Liver Oil.

You Take Desperate Chances When You Neglect a Cold.

It should be borne in mind that every cold weakens the lungs, lowers the vitality and makes the system less able to withstand each succeeding cold, thereby paving the way for more serious diseases. Can you afford to take such desperate chances when Chamberlain's Cough Remedy is at hand? Sold by all Dealers in a bottle for a trial. Sold by all Dealers in a bottle for a trial.

WATKINS & Co., Ltd., General Agents.

BY TELEGRAPH.

CHINESE ON THE RAND.

A REPLY TO THE LIBERALS.

Passionate Speech by Mr Balfour.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, January 3.

The Right Hon. A. J. Balfour, speaking at Leamington, dealt at great length with the action of Liberal Party in suspending the importation of Chinese into the Rand.

The Leader of the Unionists positively defended the policy of Chinese employment in South Africa and declared that the Liberal Party leaders had done a gross injury to the morale of the country by the atrocious falsehoods they had given utterance to, and by raising the electioneering cry of "Slavery" when the Party had no real intention of expelling the coolies.

[REUTERS'S SERVICE.]

FRANCE AND PEACE.

LONDON, January 2.

At the New Year reception at the Elysée, M. Tornielli, on behalf of the diplomatists, voiced the satisfaction given by the Russo-Japanese peace, and the advance made in the international peace movement.

President Loubet, concerning in these remarks, said that he drew the most favourable conclusions from the pacific dispositions of the world.

THE CHINESE ARMY.

"The Times" on Reorganisation.

The Times, discussing in two exhaustive articles by its military correspondent, Yuan Shi Kai's army, which is warmly praised for its excellence in training and discipline, describes a scheme for increasing the army to 432,000 men, and remarks that this would relieve the powers of all further anxiety for the integrity and independence of the Chinese Empire.

THE ANTI-TEA DUTY LEAGUE.

The anti-tea duty league is already conducting a lavish non-partisan election campaign by means of posters, and has now issued a strongly argued general appeal.

THE ELECTIONS AT HOME.

The Times calculates that the Liberals must win 76 seats in order to defeat the Unionists unaided, or 117 to confront a possible Unionist and Nationalist combination.

No fewer than 133 members of the House of Commons are not seeking re-election.

THE FORTHCOMING RACES.

Ponies in Training.

Training for the forthcoming race meeting is expected to commence in earnest next week. The work that has been done up to the present has only been of a character calculated to knock the griffins into shape, and had good results. As but a few weeks now remain, before the annual racing carnival takes place it is time to settle down to steady work, and the race course should soon present a lively appearance in the early mornings. In all 52 subscription griffins have arrived and been drawn for, and they include some likely looking animals.

His Excellency the Governor and Mr H. N. Mody have secured four each, and Mr G. H. Potts three, while nine other subscribers have secured two ponies each and the remainder one.

In addition to the subscription griffins a batch of 17 ponies arrived from Shanghai yesterday by the "Hang Sang." Of these Mr G. H. Potts took six, Mr H. N. Mody nine, and Jardine's stable two. These griffins were specially selected at Shanghai, and are reported to have cost a large sum of money.

WHEN one is sick, the greatest care should be taken in the selection of a remedy. The best medicine is none too good, and an undersour should be made to get it. As an invigorator and restorer, Stearn's Wine of Cod Liver Oil is the best.

Everybody Uses Chamberlain's Cough Remedy.

MOTHERS buy it for croupy children, railroad men buy it for severe coughs and elderly people buy it for "the grippe," say Moore Bros., Eldon, Iowa, U. S. A. We sell more Chamberlain's Cough Remedy than any other kind. It seems to have taken the best over several other good brands. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

SANITARY BOARD VACANCIES.

Election Day.

We understand that the election to fill the vacancies on the Sanitary Board caused by the retirement of Messrs H. E. Pollock and A. Ramjahn, will take place on Monday, the 22nd instant.

So far no candidates have announced themselves, though we believe Mr A. Shelton Hooper has expressed his willingness to stand.

Several other names have been mentioned as "possible candidates," but it is doubtful if the owners of them have the slightest intention of coming forward.

There does not seem to be any keen desire amongst our leading men to become members of the Sanitary Board. One reason is that it takes up a certain amount of time, and another is that a knowledge of houses and sanitation are essentials for a competent member. Mr Hooper is fortunate enough to possess the requisite knowledge of house construction and drainage, and added to that is his wide understanding of the Public Health Ordinance and its incidence. It is to be hoped no difficulty will be experienced in getting another gentleman with the requisite attainments to accept nomination.

THE HORTICULTURAL SOCIETY.

First General Meeting.

The first meeting of the recently formed Horticultural Society was held last evening at the City Hall, Sir Francis T. Figgott presiding, and there being a good attendance of members. Sir Francis Figgott announced that seventeen ladies and gentlemen had enrolled as members of the society and at his invitation several others came forward and registered their names. He said that an impression had got abroad that the subscription to the society was \$25 per annum, which was incorrect, as it was but \$5, and they hoped that everyone interested in gardening would send in their names. It was his ambition "in soon see the members of the society total one hundred, and he asked members to persuade their friends to enrol as soon as possible so as to get the society into working order.

The first business was the election of a Hon. Secretary and Treasurer, and on the motion of Mr Dunn, Mr L. Gibbs was appointed to fill both positions. It was decided to leave the number of the committee undefined, and the following were elected:—Miss Bowley, Mrs. Seth, Mrs. Brewin, and Mrs. Dickson, Mr Barton, Mr Dunn, Mr Craddock and Mr Osbourne.

The Chairman said that it had been proposed that the Society should take over the management of the forthcoming Flower Show from the committee that had been arranging it—who were Miss Bowley, Mrs. Dickson, Mrs. Hatton, Mrs. L. A. M. Johnston, Mr Barton (Chairman), Mr Gibbs, and Mr Dunn, Hon. Sec. The committee reported having held its first meeting at the end of August when a schedule of classes was drawn up and published. A prize list had also been published and 500 copies distributed by the Botanical and Afforestation Department. Registrar General's Department, Miss Bowley and Mr Gibbs, to residents of Hongkong and the Municipal Councils in the treaty ports. The names of donors of prizes were similarly circulated. Out of 71 classes 31 were already provided with prizes and would cost about \$200 if no more donations were received. Sir Paul Chater had most kindly obtained promises of \$2,000 to defray the expenses of the prize list of the Flower Show, and the committee desired to place on record their sincere thanks for this generous assistance. All that now remained to be done was to make detailed arrangements for the display of the exhibits, and as it would not be known until the 18th of January what space would be required that could not be done at present. The report was received and the members of the committee appointed a sub-committee of the society to carry on the work in connection with the show.

It was decided to make the contributors to Sir Paul Chater's list: members of the Society unless they declined the honour, and that members should have free entry to the Flower Show. The rates for admission were fixed at \$1 for the first day, 50 cents up to 3 o'clock on the second day, and after that time free.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 4th at 11.55 a. the barometer has risen over E. Japan, and fallen over the Loochoos and Formosa.

A shallow area of low pressure appears to be lying over the Pacific to the South of the Loochoos, and the belt of high pressure lies now over the Lower Yangtsi and S. Japan.

Strong monsoon is still indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate N. winds; fine.

Russia is endeavouring to stimulate her trade in cotton with Persia. This article, when imported into Russia from abroad, pays a 15 rouble per pod of 36 lbs. but Persian cotton is admitted at a duty of 40 kopecks, which is less than one-tenth of the general tariff. This is a valuable concession to other kinds of trade in the cotton exports, provided Russian merchants with a return freight.

THURSDAY, JANUARY 4, 1906.

A BROKEN CABLE.

The Case Against the "Rubi".

In the Summary Jurisdiction of the Supreme Court, this morning, before His Honour Mr. A. G. Wise, Judge, the case in which the China and Japan Electric and Telephone Company sued the China Manila Steamship Company, Limited, for \$1000, was continued.

Mr. E. H. Sharp, K. C., (instructed by Mr. H. G. O. Bailey, of Messrs Johnson, Stokes and Master) appeared for the plaintiffs, while defendants were represented by Mr. H. E. Pollock, K. C., (instructed by Mr. F. B. Deacon, of Messrs Deacon, Looker and Deacon).

Captain Morrison, of the s.s. "Powan," was called. In response to a query with respect to anchoring in a squall he said: "Why, if I anchored everytime a squall struck the 'Powan' I would be always at anchor (laughter)."

Mr. Pollock pressed the question and witness replied that it depended on circumstances entirely. If it was clear before the squall he would continue full speed ahead; if there were any obstructions he would anchor. "Why, goodness me," he concluded, "if I didn't go full speed ahead when would the 'Powan' get here?"

Captain Morrison said he had steamed with the "Powan" under one boiler, but only from an anchorage to the wharf. They were in no hurry and just "jogged along," the propeller going round. (Laughter).

Witness thought if a blinding squall had struck his ship and he was at North Point he would not have anchored, but would have turned and run to Stonewater. He entered the harbour on August 29, 1905, and it took him about an hour to reach the wharf; it usually took forty minutes. Afterwards he steamed across to Yau-tsun.

Mr. Pollock: "Was the 'Powan' light?" Captain Morrison: "She was empty; I had landed my cargo, which was only fish and passengers."

In response to the Judge's question witness thought it about the time the "Rubi" was at anchor under one boiler, that was, unless the passengers didn't mind going at about two or three knots an hour.

The plaintiff's case having closed Mr. Pollock submitted that the plaintiffs had failed to prove negligence. There was no doubt that about 12.30 on the morning of August 30 and it was alleged that in raising the cable was broken. Assuming that the "Rubi" did damage the cable he submitted that the mere fact of her dropping the anchor was not negligence, or any other thing, unless it was proved that she did not drop the anchor with care.

Mr. Pollock referred to the plaintiffs putting forward theories of what should have been done before the accident; that the "Rubi" should have gone to Stonewater Island, and he mentioned the remarks of a judge made in an action concerning a runaway horse. Of course, if you go back and back, you will find that if the horse had not let the mews in the morning the accident would not have happened.

The Judge interrupted: "Yes, but the horse went off on its own account; the 'Rubi' did not."

Mr. Pollock continued his argument at some length, finally submitting that there was no case to go before the jury.

The Judge said that in his opinion there were some grounds for assuming negligence, and he would like to hear the defendant's case.

Mr. Pollock said his case was that they were not negligent in anchoring where they did. The "Rubi's" object was to go to a safe anchorage in Kowloon Bay. There was no necessity for her to take risks; the Hongkong being on the lee, and other vessels being anchored there. He thought it was not a negligent manoeuvre on the part of the Captain to drop his anchor, but a very curious suggestion was made by a very positive witness, Mr. Webb, to the effect that a ship like the "Rubi" with one boiler out of two working must be treated as a disabled or partially disabled vessel.

That was most remarkable evidence indeed, and Mr. Pollock thought that the "Rubi" herself had been brought from Manila with only one boiler, and the "Perla" had travelled both ways under one boiler; yet it was suggested that a ship using only one boiler must be treated as partially disabled. Of course, a ship with only one boiler could not go to sea, but he thought he would be able to show that with smooth water the difference in speed would not be great, a drop of perhaps from 12 knots to 10 knots.

Mr. Pollock said he would show that Mr. Webb's argument that with only one boiler a ship like the "Rubi" was a disabled vessel was absurd. The only ship he mentioned was the "Perla," which made an average speed of nine knots across from Manila and the "Perla" (the ordinary speed being 10½) only dropped a knot or two. It was absolutely absurd to say that with one boiler you could only get half speed, and he must also be remembered that the plaintiffs' counsel put it, the blow was a typhoon, and the full force of the wind was after the "Rubi" had lifted her anchor. The wind alone would not have prevented the "Rubi" from continuing to Kowloon Bay, but the dense blinding squall struck the ship rendering her unable to steer, all the time. He deposed as a box most of the afternoon, and the dense squall which struck her vessel, and which he did not see coming until it was upon him. Witness was certain that he was outside the cable reserve, and he had been so from the first, and he was also certain that he was not negligent in anchoring where he did. A letter from witnesses to the Eastern Extension and Australasia Telegraph Company reporting the damage to the cable was admitted, in which it was stated the bearings given therein were not to be relied upon.

W. G. Lawson, Chief Officer of the "Rubi," was called. He said the rain squall was so severe that he had to turn his back to it. He could not see ten feet ahead owing to its density, and considered it prudent to anchor where the "Rubi" did. Had they stood on they might have gone ashore or drifted on to the other ships anchored. Witness was in the "Rubi" when she went from Hongkong to Manila last year under one boiler and the speed maintained was 9 or 10 knots; it was nonsense to say that using one of the two boilers reduced the speed to half.

Mr. Pollock: "Did you see the rain squall?" "Yes, it was so dense that I had to turn my back to it. I could not see ten feet ahead owing to its density, and considered it prudent to anchor where the 'Rubi' did. Had they stood on they might have gone ashore or drifted on to the other ships anchored. Witness was in the 'Rubi' when she went from Hongkong to Manila last year under one boiler and the speed maintained was 9 or 10 knots; it was nonsense to say that using one of the two boilers reduced the speed to half."

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FANCY DRESS BALL.

Brilliant Scene at Government House.

There was a brilliant assemblage at Government House last evening, the occasion being a fancy dress ball given by His Excellency Sir Matthew Nathan, Government House, and the grounds surrounding it, were very tastefully decorated, and served to set off the numerous courtly costumes worn by His Excellency's guests. The music which was excellent, was supplied by the West Kent Band. Visitors began to arrive about 9 o'clock, and when dancing commenced half an hour later the ball room was well filled by ladies and gentlemen wearing a greater variety of bright and graceful costumes than has probably been seen in any ball room in the Colony for some years past.

The procession into the ball room, at the signal for the first set of dances, was a particularly picturesque sight, gentlemen of the 17th and 18th centuries escorted stately ladies of the early Victorian and other periods on their arms, brilliant military and naval costumes of different days and countries were everywhere in evidence, and powdered heads and wigs were often to be seen. Then mixed with the stream of dignified dresses were many of more fantastic design; a wifoh, a flower girl, three Royal Beefeaters, a Bedouin Arab, a Grecian lady, a 17th century dancer, and others in all varieties of costumes paraded.

The first dance was the "Picture Lancers," which provided an exceptional opportunity of displaying the beautiful costumes as the dancers went through the figures gracefully and slowly in old-world fashion. His Excellency the Governor did not dance, the official sets being led by Mrs. Hatton, Mrs. Kent, and Mrs. Gresham Stewart, and respective partners.

The programme included fourteen dances as follows:—1, Picture Lancers, 2, Valse, 3, Valse, 4, Valse, 5, Valse, 6, Valse, 7, Valse, 8, Valse, 9, Valse, 10, Valse, 11, Valse, 12, Valse, 13, Valse, 14, Valse, 15, Valse, 16, Valse, 17, Valse, 18, Valse, 19, Valse, 20, Valse, 21, Valse, 22, Valse, 23, Valse, 24, Valse, 25, Valse, 26, Valse, 27, Valse, 28, Valse, 29, Valse, 30, Valse, 31, Valse, 32, Valse, 33, Valse, 34, Valse, 35, Valse, 36, Valse, 37, Valse, 38, Valse, 39, Valse, 40, Valse, 41, Valse, 42, Valse, 43, Valse, 44, Valse, 45, Valse, 46, Valse, 47, Valse, 48, Valse, 49, Valse, 50, Valse, 51, Valse, 52, Valse, 53, Valse, 54, Valse, 55, Valse, 56, Valse, 57, Valse, 58, Valse, 59, Valse, 60, Valse, 61, Valse, 62, Valse, 63, Valse, 64, Valse, 65, Valse, 66, Valse, 67, Valse, 68, Valse, 69, Valse, 70, Valse, 71, Valse, 72, Valse, 73, Valse, 74, Valse, 75, Valse, 76, Valse, 77, Valse, 78, Valse, 79, Valse, 80, Valse, 81, Valse, 82, Valse, 83, Valse, 84, Valse, 85, Valse, 86, Valse, 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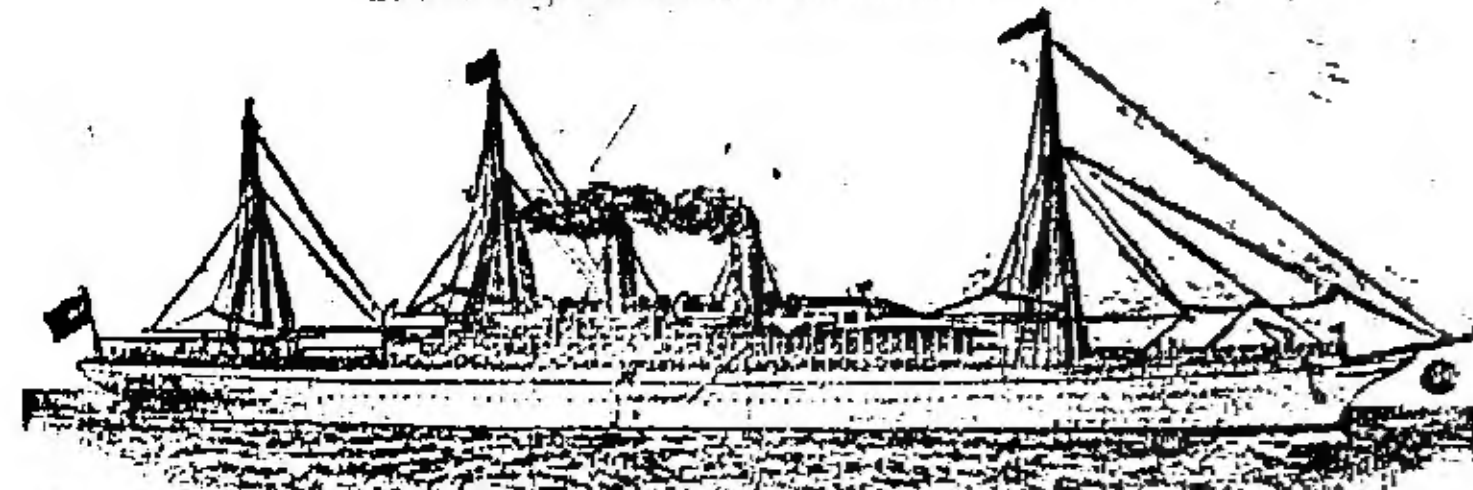
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:-

named:-	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, via SHANGHAI, SUMATRA	About 7th January.	Freight and Passage.
MOI and KOBE, via SHANGHAI, SUMATRA
LONDON & ANTWERP, via SHANGHAI, SUMATRA	About 7th January.	Freight only.
SPAIN, FARGO, OLSO, PERSIA, via SHANGHAI, SUMATRA
SAID & MANZELLES, via SHANGHAI, SUMATRA	About 13th January.	Freight and Passage.
ARCADIA, via SHANGHAI, SUMATRA
LONDON, &c., via SHANGHAI, SUMATRA	Neon, 19th January.	See Special Advertisement.

E. A. HEWITT, Superintendent.
G. & O. S. N. Co.'s Office, Hongkong, December 30, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific to the EMERALD LINE, SAVING 3 TO 7 DAYS OCEAN TRAVEL.
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER.
R.M.S. EMPRESS OF CHINA.....	6000 Tons WEDNESDAY, Jan. 10	Jan. 31.
ATHENIAN.....	3882 Tons WEDNESDAY, Jan. 24	Feb. 17.
EMPRESS OF INDIA.....	6000 Tons WEDNESDAY, Feb. 7	Feb. 28.
TARTAR.....	4425 Tons WEDNESDAY, Feb. 21	Mar. 17.
EMPRESS OF JAPAN.....	6000 Tons WEDNESDAY, Mar. 7	Mar. 28.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262, Intermediate on Steamers, £40, " " £42.

R.M.S. TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL FARES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to CORNER PRINCE STREET and PRINCE, Opposite Biko Pier, Hongkong, December 18, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
* MANILA	YUENSANG	FRIDAY, Jan. 5, at 4 p.m.
* SINGAPORE, PENANG, AND CALCUTTA	NAMSANG	SATURDAY, Jan. 6, at 3 p.m.
* SHANGHAI	CHOYSANG	SATURDAY, Jan. 6, at 3 p.m.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.



OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
* DAIJOI MARU, Capt. G. TAGAMI	TAMSU, via SWATOW, AMOY, and FOOCHOW.	LEAVING SUNDAY, Jan. 7, 10 a.m.
* DAIJOI MARU, Capt. H. OHTA	TAMSU, via SWATOW, AMOY, and FOOCHOW.	LEAVING SUNDAY, Jan. 14, 10 a.m.
* ANPING MARU, Capt. N. KOBAYASHI	SHANGHAI, via SWATOW, AMOY, and FOOCHOW.	THURSDAY, Jan. 11, 10 a.m.
* TRIUMPH, Capt. A. HANSEN	SHANGHAI, via SWATOW, AMOY, and FOOCHOW.	THURSDAY, Jan. 11, 10 a.m.
* FRITHJOF, Capt. H. HANSEN	SHANGHAI, via SWATOW, AMOY, and FOOCHOW.	MONDAY, Jan. 15, 10 a.m.

* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, January 4, 1906

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMAVIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail.
SHAWMUT	9686	E. V. Roberts	About Jan. 27.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures spaciousness and comfort. Electric fan in each room. Barber's shop and steam laundries. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUIN'S BUILDINGS,
Hongkong, January 4, 1906

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	SAINT BEDE	11th January.
GLASGOW AND LIVERPOOL	ANTWERP	16th "
GLASGOW AND LIVERPOOL	OPAGE	23rd "
GLASGOW AND LIVERPOOL	NINGCHOW	24th "
GLASGOW AND LIVERPOOL	ACHILLES	30th "
GLASGOW AND LIVERPOOL	PELOS	6th February.
GLASGOW AND LIVERPOOL	ALONGUS	13th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	INDONESIA	16th January.
* GENOA, MARSEILLES & LIVERPOOL	PAK LONG	20th "
AMSTERDAM, LONDON & ANTWERP	SEVENTOR	30th "
AMSTERDAM, LONDON & ANTWERP	SAINT BEDE	13th February.
* GENOA, MARSEILLES & LIVERPOOL	PAKLONG	20th "
AMSTERDAM, LONDON & ANTWERP	ANTWERP	27th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGA- SAKI, KOBE & YOKOHAMA	NINGCHOW	24th January.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	PINGUEY	25th January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 4, 1906.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHANGCHOW	5th January.
CHANGCHOW	SHANGHAI	5th January.
SHANGHAI	YANCHOW	8th January.
MANILA	YANCHOW	8th January.
YOKOHAMA & KOBE	TAIWAN	9th January.
CEBU & ILOILO	KAIFONG	11th January.
MANILA, ZAMBOANGA, T. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINGTO	16th January.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australasian Ports.
K.R. REDUCED SALOON FARES, Single and Return, To Manila and Australasian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, January 4, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships, "Electric Light—Perfect" Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates.
RUBI	2540	R. Almond	Manila.	Jan. 6, at Noon.
ZAFIRO	2540	R. Rodger	Manila.	Jan. 13, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, January 2, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.
(With Liberty to Call at the
MALABAR COAST.)
TO SAIL

Steamship	Tons	Captains	For	Sailing Dates.
RUBI	2540	R. Almond	Manila.	Jan. 6, at Noon.
ZAFIRO	2540	R. Rodger	Manila.	Jan. 13, at Noon.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, December 19, 1905.

GLEN LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
"GLEN" will be despatched for the
above Port on or about TUESDAY, the
16th January, 1906.

For Freight or Passage, apply to
McGREGOR BROS. & CO.,
Hongkong, December 27, 1905.

FOR SAN FRANCISCO.

THE Steamship
"DAROTAN" will be despatched for the
above Port on or about TUESDAY, the
16th January, 1906.

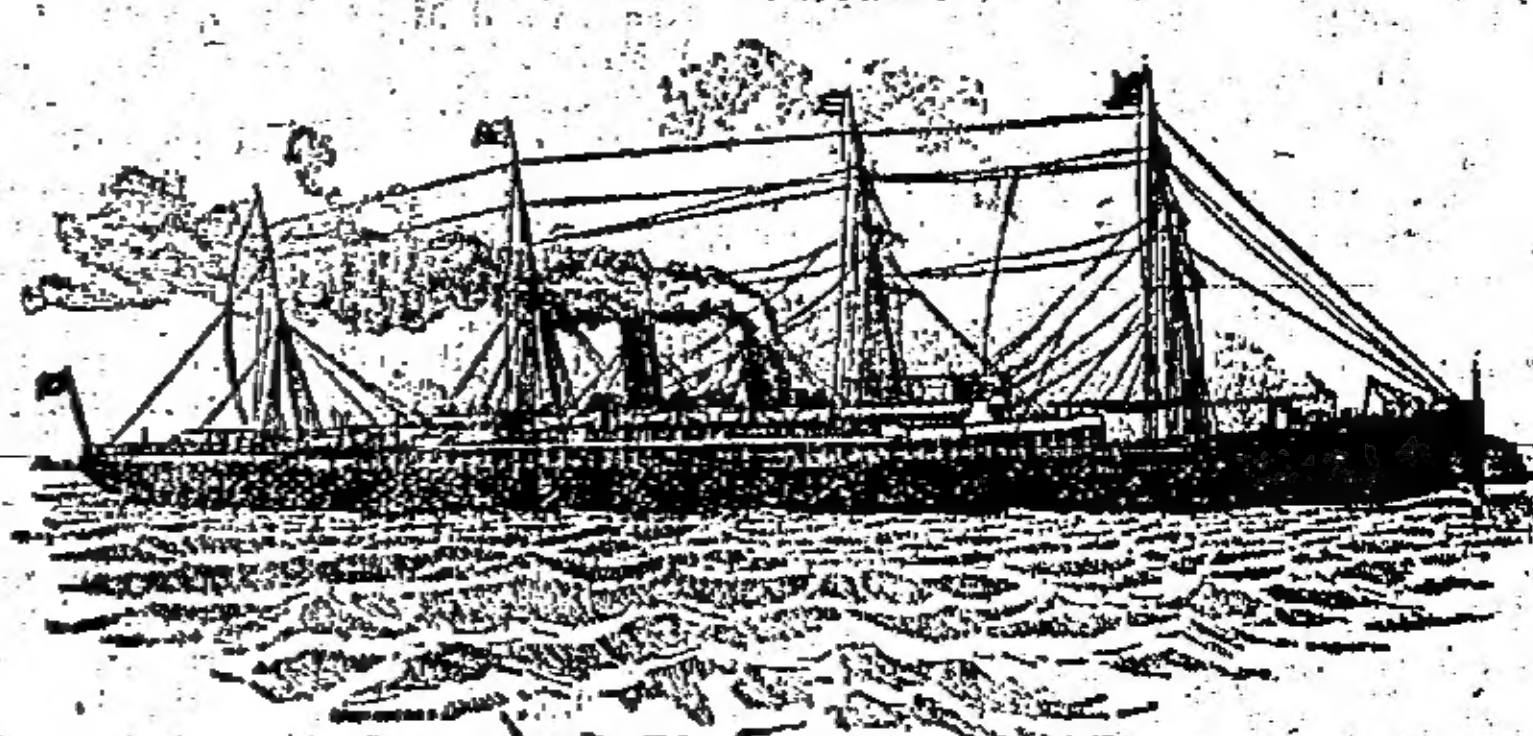
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Hongkong, November 21, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	CHINA	TO SAIL
* MANCHURIA	27,000	FRIDAY, 5th Jan., at Noon.
* KOREA	18,000	FRIDAY, 26th Jan., at Noon.
* SIBERIA	18,000	FRIDAY, 9th Feb., at Noon.
* NIPPON MARU	11,000	FRIDAY, 2nd Mar., at Noon.
* HONGKONG MARU	11,000	FRIDAY, 2nd Feb., at Noon.
* AMERICA MARU	11,000	SATURDAY, 10th Mar., at Noon.
* DORIO	9,500	FRIDAY, 19th Jan., at Noon.
* COPTO	9,000	TUESDAY, 20th Feb., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 15th to 23rd, 1905; 10 days, 10 hours and 28 minutes.

THE P. M. Steamship CHINA, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 6th January, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, Hongkong, December 20, 1905.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOI, KOBE & YOKOHAMA; FOR
PORTLAND, OREGON.

OPERATING IN CONJUNCTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL ON
NUMANTIA	4370	FELOTMANN	Jan. 7, at Daylight.
ARABIA	4483	MEITZENHUT	Jan. 31, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

Hongkong, December 20, 1905.

GREAT NORTHERN STEAMSHIP CO.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA
(PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS

"MINNESOTA" and "DAKOTA"

(Each Tons 20,718 Gross Regs.)

Will be despatched from HONGKONG as follows:—

DAKOTA, Captain E. FRANKIE, On or about SATURDAY, 27th JANUARY, 1906.

MINNESOTA, Captain J. H. RINDER, On or about FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCUILLATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE.

Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, December 20, 1905.

1834

JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN.	First half January.	JAVA PORTS.	First half January.
TJILIWONG	JAVA.	First half January.	JAPAN via SHANGHAI.	Second half January.
TJILJAP	JAVA.	Second half January.	JAPAN via SHANGHAI.	First half February.
TJIPANAS	JAPAN.	Second half January.	JAVA PORTS.	First half February.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,
YORK BUILDINGS, FIRST FLOOR.

TELEPHONE No. 276, Hongkong, December 23, 1905.

19

"SIR ROBERT HART'S MEMORANDUM."

A Series of Articles on Sir Robert Hart's Scheme for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office.

Price 50 Cents.

Hongkong, July 4, 1904.

1237

Price 100 Cents \$1.00.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED—
FOR SWATOW.

THE Company's Steamship
HAIMUN,
Captain A. J. ROSSON, will be despatched for the above Port on FRIDAY, the 6th inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, January 3, 1906.

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DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
HAIKING,
Captain A. E. HOBSON, will be despatched for the above Ports on SATURDAY, the 8th January, at 3 p.m.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, January 3, 1906.

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MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR
SAIGON, SINGAPORE,
BATAVIA, COLOMBO, INDIA,
ADEN, EGYPT, DIBOUTI,
MARSEILLES, LON-
DON, HAVRE, BORDEAUX, MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship
ERNEST SIMONS,
Captain BOURDON, will be despatched for MARSEILLES on TUESDAY, the 9th January, 1906, at 1 p.m.

THURSDAY, JANUARY 4, 1906.

THE CHINA MAIL.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marcellles & London	Due at Marcellles (Brindisi) 2 days earlier	Due at Plymouth London 1 day later
ARCADIA 7000	Nov. 24	BRITANNIA 7000	Saturday, Mar. 10	Friday, Mar. 10
DELHI 8000	Feb. 10	MOLDAVIA 10000	Mar. 24	Mar. 30
DONGOLA 8000	Mar. 24	MONGOLIA 10000	Apr. 7	Apr. 13
DELTA 8000	Apr. 7	MOLTA 10000	Apr. 21	Apr. 27
OCEANA 7000	Apr. 21	MAEMORA 10000	May 5	May 11
ARCADIA 7000	Apr. 21	VICTORIA 7000	May 19	May 25
DEVANHA 8000	May 5	HIMALAYA 7000	June 3	June 9
DONGOLA 8000	May 19	INDIA 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due at London
JAPAN 4500	February 14	March 31
SUMATRA 4500	February 28	April 14
NUBIA 4500	March 14	April 28
JAVA 4500	March 28	May 12
FORMOSA 4500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marcellles.
+ JAPAN, 'Ceylon' and 'Formosa' carry only First Saloon Passengers.
For Passage, Apply to
E. A. HEWETT,
Superintendent.
Hongkong, December 13, 1905.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 5, 1904.

OSAKA HOTEL,
NAKANOSKIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 718, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
R. HARI, Manager.

December 5, 1904.

Shipping.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.
With Liberty to Call at Malabar Coast.
Proposed Sailing from Hongkong.

Steamers	To Sail
ATHOL	About Jan. 19
PATHAN	About Jan. 23
ST GEORGE	To follow.

For Freight and further information, Apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, January 2, 1906.

FOR NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast Ports).

THE Steamship
HUDSON,
Captain J. BURNETT,
The above steamer will be despatched hence, as above, on or about January 15th, 1906.
For Freight or other information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
Hotel Macdonald, 2nd Floor.
Hongkong, December 16, 1905.

COMPAGNIE DES MESSAGERIES
MARITIMES.

For
MARSEILLES, HAVRE, ANTWERP
(DIRECT).
Taking Cargo to LONDON with prompt
transshipment at MARSEILLES.
Calling at: MALAKA, SINGAPORE, PENANG
and COLOMBO.

THE Company's Steamship
KOUANG-SI,
Captain BAILLON,
The above steamer will be despatched as above, on or about the 4th February, 1906.
This steamer has accommodation for
Passengers and carries a duly qualified
Doctor.
For information as to Passage & Freight
apply to
G. DE OHAMPEAUX,
Agent.
Quays Building,
Hongkong, December 22, 1905.

NOTICES TO CONSIGNEES.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship Zibengha, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. FRIDAY, the 29th Inst., will be landed at Consignees' risk and expense.

This Vessel brings on Cargo ex Gualior and Tara from Madras and Pondicherry.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, December 29, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER OCEANA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and cleared at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo - From LONDON, &c., ex India, From AUSTRALIA, &c., ex Marmorin, From CALCUTTA, &c., ex S. S. N. and B. and P. S. N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 4th January, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, December 29, 1905.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Arratoon Spear, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 5th Inst., 1906, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, January 3, 1906.

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship Indramayo, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th Inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, January 3, 1906.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship MONMOUTHSHIRE, Captain G. E. WARNER, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharves and Godown Co., Ltd., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 3rd January, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 3rd January, at 3.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, December 28, 1905.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.

ENLARGEMENTS & SPECIAL FEATURES.

BRANCH Hongkong Hotel Corner.

1587

MARTIN'S
APOLLO STEEL
FILMS

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAH, THE MALAY, KENIA, CAMBODIA, ANNAM, THIBET, JOHRA AND JAPAN.

Translated by EDWARD HANFORD PARKER.

Reprinted from THE CHINA REVIEW.

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Banks.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND RESERVE FUND \$10,000,000

PAID-UP CAPITAL \$5,000,000

RESERVE FUND \$5,000,000

HEAD OFFICE - NEW YORK.

LONDON OFFICE - THE ADAMS HOUSE, E.C.

LONDON BANKERS: National Provincial Bank of England, Ltd. Union of London and Smith's Bank, Ltd. British Linen Company Bank.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAY-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

RESERVE LIABILITIES \$10,000,000

COURT OF DIRECTORS: H. A. W. SLADE, Esq., Chairman. A. HAYES, Esq., Deputy Chairman. Hon. C. W. DICKSON, Esq., F. S. SALINGER, Esq., G. R. LEMMON, Esq., Hon. R. SHAW, Esq., G. H. MEDHURST, Esq., N. A. SIEB, Esq.

CHIEF MANAGERS: Hongkong - J. R. M. SMITH, Manager. Shanghai - H. E. R. HUNTER, Manager.

LONDON BANKERS - LLOYD AND CO. LTD. BANKING CHINA, LTD.

HONGKONG - INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits: For 3 months 2 1/2 per cent. per annum. For 6 months 3 per cent. per annum. For 12 months 3 1/2 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, November 16, 1905.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager.

Hongkong, May 1, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP Yen 18,000,000

CAPITAL UNPAID Yen 6,000,000

RESERVE FUND Yen 9,940,000

HEAD OFFICE - YOKOHAMA.

BRANCHES AND AGENTS: TOKYO, KOREA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONGKONG, BOMBAY, SHANGHAI, TIENTSIN, NEWCHANG, DALNY, PEKING, MUKDEN, PORT ARTHUR, CHIRPOO, TIENTSIN, OSAKA.

LONDON BANKERS: The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union of London and Smith's Bank, Limited.

HONGKONG BRANCH - Interest allowed. On Current Account at the rate of 2 1/2 per cent. on the daily balance.

On fixed deposits for 12 months, 6 1/2 per cent. annum.

On fixed deposits for 6 months, 4 1/2 per cent. annum.

On fixed deposits for 3 months, 3 1/2 per cent. annum.

TAKEO TAKAMICHI, Manager.

Hongkong, September 28, 1905.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP Yen 2,800,000

RESERVE LIABILITIES OF SHAREHOLDERS Yen 2,800,000

RESERVE FUND Yen 2,875,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily Balance.

On Fixed Deposits for 12 months 4 1/2 per cent. annum.

On Fixed Deposits for 6 months 4 per cent. annum.

On Fixed Deposits for 3 months 3 1/2 per cent. annum.

T. Y. COCHRANE, Manager.

Hongkong, May 19, 1905.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, January 4th, 1906.

At 100 cents per Dollar Mexican.

Butcher Meat.

Best mutton and prime cut - Mei Lung Pa ... lb 20

Corned - Ham Ngau Yuk ... lb 20

Roast - Shiu ... lb 20

Breast - Ngau Luk ... lb 15

Soup - Tong Yuk ... lb 18

Steak - Ngau Yuk Pa ... lb 20

Cutlet - Ngau Luk ... lb 20

Sausages - Ngau Luk ... lb 20

Bullock's Brains - Shiu ... pot set 10

Tongue fresh - Ngau Li ... each 50

Head - Ngau Tau ... lb 60

Heart - Ngau Sun ... lb 12

Hump, Salt - Ngau Kin ... lb 20

Feet - Ngau Kerk ... each 8

Kidneys - Ngau Yiu ... lb 11

Tail - Ngau Mei ... lb 18

Liver - Ngau Con ... lb 12

Tripes (undressed) - Ngau To ... lb 6

Olives Head and Feet - Ngau Chai-tan-kak, set 80

Mutton Chop - Yeung Pak Kwat ... lb 26

Leg - Yeung Poi ... lb 26

Shoulder - Yeung Shau ... lb 22

Pigs' Chitlings - Chi chong ... per set 2

Breast - Chi Kwau ... per set 2

Tripe - Chi Chok ... lb 12

Fry - Chi Chok ... lb 12

Head - Chi Tau ... lb 15

Heart - Chi Sun ... each 9

Kidneys - Chi Yiu ... lb 7

Liver - Chi Con ... lb 26

Tripes - Chi Con ... lb 20

Pork Chop - Chi Pak Kwat ... lb 20

Corned - Ham Chu Yuk ... lb 22

Leg - Chu Pak ... lb 22

Fat Pig - Chu Pak ... lb 16

Shanks Head and Feet - Yeung Tau Kerk set 55

Heart - Yeung Sun ... each 6

Kidneys - Yeung Yiu ... lb 10

Liver - Yeung Con ... lb 24

Tripes - Yeung Con ... lb 24

Sucking Pigs, To Order - Chu Chai ... lb 16

Suet, Red - Sang Ngau Yuk ... lb 16

Mutton - Sang Yeung Yuk ... lb 22

Veal - Ngau Chai Yuk ... lb 18

Sausages - Ngau Chai Yuk Tong ... lb 16

Poultry.

Chicken - Kai Chai ... lb 28

Capon, Large, Small - Sin Tai ... lb 28

Ducks - A ... lb 20

Doves - Fan Kau ... each 16

Eggs, Hen - Kai Tai ... per dozen 20

Fowls, Canton - Kai ... lb 26

Hainan - Hol Nam Kai ... lb 20

Geese - Ngai ... lb 20

Goose, Wild Shai - Shai Yee Ngai ... pair \$1.30

Musk Deer - Wong Keng ... each \$3.50

Hare, Shanghai - Tai Chai ... lb 60

Partridges - Che Kow ... lb 60

Pheasants - Shan Kai ... pair \$1.50

Pigeons, Canton - Pak Kung ... each 30

Holow - Hol Hui Pak Kung ... lb 28

